

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Cleveland Southern Railway Depot

other names/site number N/A

2. Location

street & number 175 Edwards Street

N/A ☐ not for publication

city or town Cleveland

N/A ☐ vicinity

state Tennessee

code TN

county Bradley

code 011

zip code

37311

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (See continuation sheet for additional comments.)

E. Paul Wicks
Signature of certifying official/Title

February 1, 2008
Date

State Historic Preservation Officer, Tennessee Historical Commission

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See Continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☐ entered in the National Register.

☐ See continuation sheet

☐ determined eligible for the National Register.

☐ See continuation sheet

☐ determined not eligible for the National Register

☐ removed from the National Register.

☐ other,

(explain:)

Signature of the Keeper

Date of Action

5. Classification**Ownership of Property**

(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in count)

Contributing

Noncontributing

1

0

buildings

sites

structures

objects

1

0

Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of Contributing resources previously listed in the National Register

0

6. Function or Use**Historic Functions**

(Enter categories from instructions)

TRANSPORTATION/ Rail-related

Current Functions

(Enter categories from instructions)

Work in Progress

7. Description**Architectural Classification**

(Enter categories from instructions)

Craftsman

Materials

(Enter categories from instructions)

foundation stone

walls brick

roof asphalt shingle

other wood, metal

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheets.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A

(Mark "x" in all boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

c. 1911 - 1958

Significant Dates

c. 1911

Significant Person

(complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ Previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State Agency
- ☐ Federal Agency
- ☐ Local Government
- ☐ University
- ☒ Other

Name of repository:

Southern Railway Archives (Southern Museum of Civil War and Locomotive History)

Cleveland Southern Railway Depot
Name of Property

Bradley County, Tennessee
County and State

10. Geographical Data

Acreage of Property 1.3 acres East Cleveland, Tenn 120 NE

UTM References

(place additional UTM references on a continuation sheet.)

1 16 693740 3892306
Zone Easting Northing

2 _____

3 _____
Zone Easting Northing

4 _____

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Paul Archambault
organization Southeast Tennessee Development District date September 26, 2007
street & number 1000 Riverfront Parkway PO Box 4757 telephone 423-424-4266
city or town Chattanooga state TN zip code 37402

Additional Documentation

submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 Or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO) or FPO for any additional items

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Southeast Tennessee Human Resources Agency c/o Ray Evans
street & number 312 Resource Road PO Box 909 telephone 423-949-2191
city or town Dunlap state TN zip code 37327

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20303.

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Bradley County, Tennessee

VII. Description

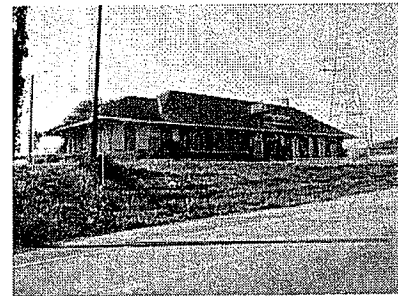
The circa 1911 Cleveland Southern Railway Depot in Cleveland (pop. 37,311), Bradley County, Tennessee is located at 175 Edwards Street SE near the intersection of Inman Street SE. The depot features Craftsman style details with an irregular floor plan. Its main façade faces west on Edwards Street. Located directly south of the depot, stands the original brick combination depot (passenger/freight), which was built circa 1869 and is presently the Norfolk Southern Freight Depot office. The rear (east) elevation of the building faces the tracks, the Norfolk Southern railroad yard, and a trailer parking area for the Maytag Corporation. The street facade of the building features a paved brick walkway that is approximately 8 feet in width and spans the length of the depot, and the rear elevation (trackside) features another large brick walkway. The trackside walkway has experienced many alterations since the early 1970s, as many of the bricks have been removed or covered with asphalt.¹



Brick Platform (rear elevation)



Rear Elevation



Facade

The circa 1911 depot's exterior is covered with brick and features marble trim along the base of the windows along with wood and brick segmental arches above every door and window. The depot sits in a continuous poured concrete foundation and features steeply pitched, hipped roof with eaves, Craftsman Style eave brackets, and a brick chimney on the south end of the roof. The roof is presently covered with asphalt shingles, but originally, was covered with terra cotta tiles.² Most of the structure includes original wood frame windows, with a majority featuring 16:2 double-hung sash windows.

The west façade (street side) includes four asymmetrical bays with a hipped dormer (center) featuring three six-light windows. Two sets of original wood doors are located in the south bay, which lead into the baggage room. Each baggage room entrance includes eighteen light transoms above the doors. A six-paneled wood, replacement door, and a 16:2 double-hung window are located immediately north of the baggage room. This section originally featured two 16:2 windows. The central bay included the entrance to the ticket office for Southern Railway employees and features a replacement wood door with a two-light window above it and a twelve-light window directly to the south. Divided by the ticket office were the white waiting room entrance (north) and the African

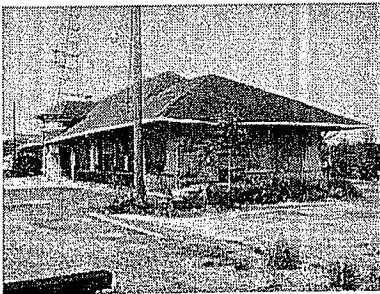
¹ Valuation Section 64 Building Notes, 1 November 1917, p. 47, Folder LMS2003.009. The Southern Museum of Civil War and Locomotive History Archives. Southern Railway Historical Association Collections.

² Ibid.

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American waiting room (south). Both waiting room entrances originally featured paneled wood doors with transoms and sidelights. The entrances presently feature replacement doors with transoms and sidelights covered with wood and paneling on the interior and exterior. The north bay includes three sets (total of six) of 16:2 double-hung windows and a twelve-light window.

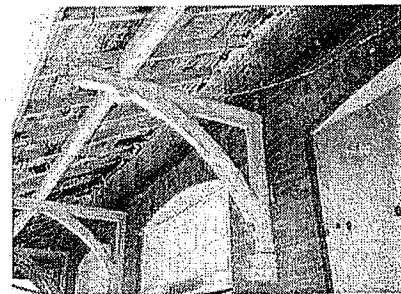
The north elevation, originally open, was enclosed when Norfolk Southern remodeled for extra office space and a workshop in the late 1970s. This area initially served as an outdoor waiting area for passengers providing protection from inclement weather. It features a hipped roof, which is slightly lower than the primary roof over the depot, and includes Craftsman style eave brackets. Originally, the wall on the north elevation featured two 16:2 windows with two twelve-light windows on either side. During the late 1970s the window openings were covered with brick, however, the two original windows were placed on the east elevation of the enclosure. The enclosed area's north elevation includes two original five-panel wood doors and two 16:2 double-hung windows that were taken from another room of the building. The west elevation of the enclosed area features a 16:2 double-hung window and replacement door. A concrete platform, constructed in the early 1970s extends directly north of the paneled doors.



North Elevation



West Façade Detail



Eave Brackets

The east elevation (trackside) is fairly similar to the west facade. It is composed of four asymmetrical bays with a three-sided projected bay (center) featuring a hipped roof with four, eight-light windows. Two sets of original wood baggage room doors are located on the south bay of the rear elevation. Each baggage room entrance includes eighteen light transoms above the doors. Located immediately north of the baggage room entrance are two 16:2 double-hung windows. The central projected bay includes two 16:2 double-hung windows and a replacement entrance door (originally a 16:2 window) on the north side of the bay. Entrances to the black waiting room (south) and the white waiting room (north) are located to either side of the projected bay. Both segregated entrances on the rear elevation originally featured transoms and sidelights. They are presently not visible from the exterior or interior because they have been covered with wood and paneling. The north bay features two paired and a single 16:2 double-hung windows and a single twelve-light window. Originally three sets of 16:2 double-hung windows existed, until one window opening was converted into an entrance in the 1970s.

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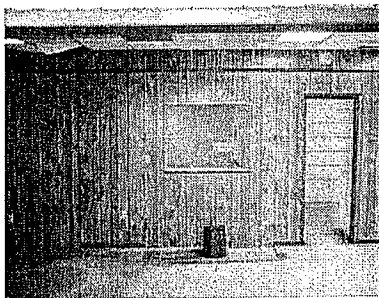
Rear Elevation



Projected Bay

The south elevation features a set of three eight-light windows in the center and single eight-light windows to either side. The windows have been boarded over and are visible from the interior. In addition, there are concrete steps leading into the basement, which housed the furnace. A large majority of the basement is crawl space with heavy timbers supporting the floor.

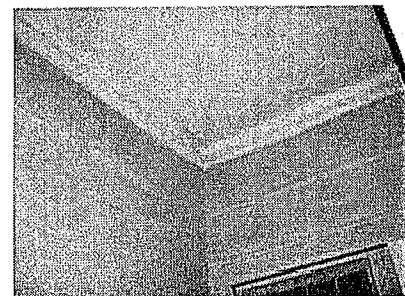
The depot's interior experienced much alteration when passenger service ceased in 1970 and the Norfolk Southern freight offices moved into the building. Sheet rock walls and a dropped ceiling were constructed in the ticket office and two passenger rooms to create individual offices. The only room that remained intact is the baggage room.



Converted Office
(originally ticket office)



Baggage Room
(South Wall)



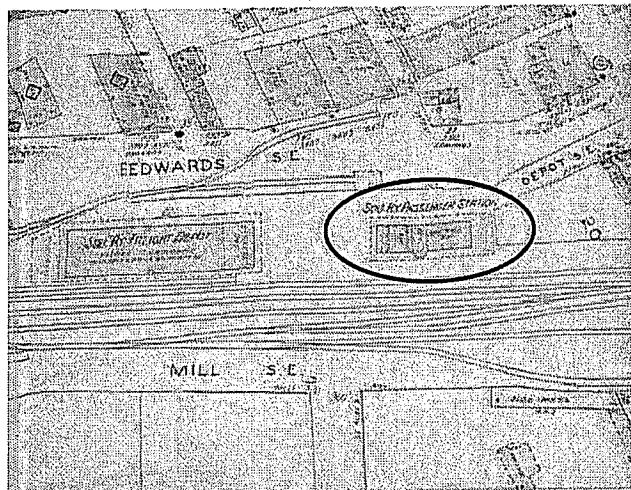
Crown Molding
(White Waiting Room)

Located in the south bay of the building, the baggage room retains many of its original features. A set of three eight-light windows are located on the center of the south wall with one eight-light window on either side. A row of wood storage closets span the entire south wall partially covering eight-light windows. The east and west walls are brick and feature two sets of original wood doors with eighteen-light transoms and segmental wood and brick arches above them. The north wall features an attached ladder entering the attic, storage closet, brick chimney, and an added bathroom, which is accessible through the African American waiting room.

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The original African American waiting room, located between the baggage room and ticket office, has been significantly altered from its original appearance. Sheet rock, wood paneled walls, a drop ceiling, and a ceramic tile floor were added to this central area. Two 16:2 double-hung sash windows and a replacement wood door with transoms and sidelights are located on the east wall of the room. The west wall of the room features a replacement wood door (originally a 16:2 window) paired with a 16:2 double-hung sash window and the main entrance to the waiting room, which features a replacement wood door with transoms and sidelights. The south wall includes the entrance to an added bathroom, which extends into the baggage room. The original bathroom was located at the northwest section of the room, which was later converted into a break room for the Norfolk Southern employees. Evidence of original beaded board wainscoting remains visible on parts of the wall.

The ticket office, located in the central bay, features a three-sided projected bay on the east wall with a wood replacement door and two 16:2 wood sash windows. The west wall features an added bathroom, which was originally the ticket office entrance. The south wall includes an entrance into the break room (African American restroom) and an open window area, which may have been the original African American ticket window. The north wall features a large opening leading into the former white waiting room. The wall was altered with paneling in the 1970s, but originally featured the ticket window for the white waiting room.



Southern Railway freight depot (left) and passenger depot (right)
1930 Cleveland, TN Sanborn Fire Insurance Map

The former white waiting area, located in the north bay, has mainly been altered in the southern half of the room. Sheet rock, wood paneled walls, ceramic tiling, and a drop ceiling were added in this area to create more office space. Most of the original features can be seen in the northern section of the room and include the following: 16:2 double-hung sash windows on the east and west walls, crown molding, beaded board wainscoting, and plaster walls. The room's original dimensions were 30x40 feet, which was approximately twice the size of the African American waiting room. The east wall includes a converted office and added storage closet. The original

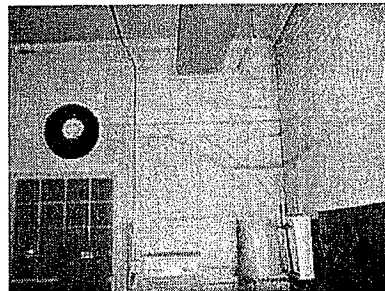
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men's restroom is located in the northeast section of the room. It features an original wood four-panel door, a twelve-light window (east wall), crown molding, and beaded board wainscoting. The ladies' restroom was located in the northwest section of the room and still remains a restroom. However, it has been significantly altered and retains no original features.

The section located directly north of the white waiting room, was enclosed in the 1970s to create more office space and a workshop. The office, located in the western half, includes two 16:2 sash windows on the north wall and one 16:2 sash window on the west wall with a replacement door. The 16:2 windows were removed from their original locations on the east and west elevations and placed in the added office in the late 1970s. In addition, wood paneled walls and a drop ceiling were installed. The workshop, located in the eastern half, features two original wood paneled doors on the north wall and two 16:2 sash windows on the east wall. The windows in the workshop were removed from the south brick wall which had served as the original north elevation. The south wall is brick and originally featured two 16:2 sash windows and one twelve-light window on either side. After the windows were removed, the openings were filled with brick.



Original Five-Paneled Wood Doors



Workshop/Enclosed Section (North Elevation)

The property was recently purchased by the Southeast Tennessee Human Resources Agency (SETHRA) to convert into a bus transit station. It is their desire to restore the depot following the Secretary of Interior's Standards for Rehabilitation. They plan to remove the drop ceiling, sheet rock walls, ceramic tile flooring, wood paneled walls, and restore the north elevation to its original appearance. The rehabilitation of the Cleveland Southern Railway Depot will once again revive this section of town and compliment the efforts of the City of Cleveland's downtown revitalization project.

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VIII. Statement of Significance

The Cleveland Southern Railway Depot in Cleveland, Bradley County, Tennessee, is eligible for the National Register of Historic Places under Criterion A, for its significant association with the transportation history of Cleveland, Bradley County in East Tennessee. The early twentieth century depot served as a passenger station along the Southern Railway from circa 1911 until 1970. The depot serves as a physical reminder of Cleveland's role as a local transportation hub, which allowed for industrial and commercial growth of the area. The building retains the majority of its character defining features and has integrity of location, materials, workmanship, feeling, and association.

Cleveland owes its growth to the emergence of the railroad in the 1850s and to the development of local industry, which included the textile mills, lumber yards, and copper mining in neighboring Polk County. The first railroad line in Cleveland was part of the East Tennessee, Virginia, & Georgia Railroad, which connected Bristol, Virginia at the north end with Charleston, South Carolina at the south end. A line from Cleveland to Charleston was completed in 1851, and eventually connected north to Knoxville when a bridge was constructed across the Hiwassee River near Charleston, Tennessee. As a result of the railroad construction, Cleveland erected a brick combination freight and passenger depot (extant) circa 1869.

After the Civil War, many industrialists began developing textile mills in the New South. In Cleveland, Christopher L. Hardwick, along with his two sons, Joseph and John, began the Hardwick Stove Company in 1879, which lasted approximately 100 years. The success of the business allowed the Hardwick Family to pursue other ventures. In 1880, the Hardwicks joined with John Craigmiles, John Parker, P.B. Mayfield, and Creed Bates and entered the clothing industry with the establishment of the Hardwick Woolen Mills (N.R. 4/12/2001). From 1900 to 1950, the Hardwick Woolen Mills became one of the largest manufacturers of wool fabric and men's clothing in the world.³

In July of 1894, Samuel Spencer became the first president of the newly established Southern Railway. He realized the potential of the southeast's natural resources and industry, and used that to his advantage to increase the size of the railroad. During the first two months of operation, the Southern Railway's mileage nearly doubled with the purchase of East Tennessee, Virginia, & Georgia Railroad (1,791 miles); Charlotte, Columbia, & Augusta Railroad (191 miles); Columbia & Greenville Railroad (165 miles); Georgia Pacific Railroad (660 miles); Louisville Southern Railroad (123 miles); Danville & Western Railroad (83 miles); and Blue Ridge Railroad (34 miles). By 1895, the Southern Railway owned more than 4,500 miles in 7 states.⁴

³ Karen L. Daniels. "Hardwick Woolen Mills", National Register of Historic Places Nomination. Section 8, pp. 8-9. January 2001.

⁴ Burke Davis. *The Southern Railway. Road of Innovators*. The University of North Carolina Press. Chapel Hill, NC, 1985, p. 29.

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Freight traffic on the Southern Railway steadily increased with the emergence of the Hardwick Woolen Mills in Cleveland and several lumber yards, which included Henderson, Stiver, Hargis, and Seaborn Lumber companies.⁵ Copper mining, another major industry along the railroad in the region, took place in Ducktown (N.R. 5/15/1992) and Copperhill (N.R. 5/15/1992), Polk County since the mid-19th century. In addition, large amounts of coal were transported regularly along the Southern Railway in route to Chattanooga to the iron and steel manufacturers. Although, the Southern Railway began as a freight carrier, it was best known for its passenger service.

After the death of Samuel Spencer in 1903, William Finley, former director of the Southern Railway's traffic department, took control of the railroad. Mr. Finley stressed the importance of industrial development and improved transportation. In 1911, Finley invested \$49 million into railroad improvements, which included passenger stations, railroad bridges, and warehouse facilities.⁶ In fact, under William W. Finley's (1906-1913) and Fairfax Harrison's (1914-1937) administrations, the Southern Railway saw its greatest expansion.

Between 1910 and 1911, Cleveland and Athens (McMinn County), both known for their textile mills, had new passenger stations erected in their respective towns. Athens, with a population of 3,500, was home to many employees of the Athens Hosiery Mills and Athens Woolen Mills. Their former combination depot, built in 1897, burned in March of 1910. Later that year, construction began on a new combination depot for a price of \$9,000.⁷

Cleveland, approximately 25 miles south of Athens, required a new passenger station because of increased volume and a population of approximately 7,000 people.⁸ Prior to the construction of this station, the circa 1869 depot was used as a combination station for handling freight and passenger traffic. When passenger service began to significantly increase in the early 1900s, the old depot's passenger room became inadequate. In 1909, revenue collected from rail traffic at the Cleveland depot totaled \$35,121 for passenger service and \$120,000 for freight.⁹ With a strong emphasis placed on railroad improvements from 1907-1911, funding became available for a new, elaborate passenger station in Cleveland.

In the summer of 1909, property was purchased north of the combination depot for the construction of the new passenger depot. Plans for the new depot were submitted and construction began in the spring of 1910. The original estimated cost for the construction of the depot was \$17,400. Expenses included the following: \$9,300 (Depot), \$2,300 (Brick Platforms: Graves Co in Birmingham, AL), \$3,600 (filling), \$525 (fencing), \$2,025

⁵ "Passenger Service - A Bygone Era," *Cleveland Daily Banner*, 25 June 1975.

⁶ Davis, *The Southern Railway*, p. 49.

⁷ William W. Finley Files, Southern Railway Co., 1910. The Southern Museum of Civil War and Locomotive History: Southern Railway Historical Association Collections.

⁸ Based on estimated population numbers in Cleveland, TN in 1909. The 1900 census recorded 3,858 people in Cleveland.

⁹ *Proposed New Passenger Station, Cleveland, TN, Knoxville Division*. 27 Nov 1909. LMS2003.009, Box 202, File 6782. The Southern Museum of Civil War and Locomotive History: Southern Railway Historical Association Collections.

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(macadam paving), and \$125 (labor removing tracks and bumping post).¹⁰ An additional cost of \$1,700 was added to the total cost in March of 1910 for the expansion of the white waiting room and to include a cellar with a heating plant.¹¹ At a final cost of \$19,100, the decorative style and size of the depot made it evident that the Southern Railway was committed to providing excellent passenger service. Completed in early 1911, the new brick depot featured a baggage room, ticket office, white passenger waiting room, black waiting room, and an outdoor pavilion connected to the depot's north elevation.

The "separate but equal" clause from the Plessy v. Ferguson (1896) United States Supreme Court decision created the need for two waiting rooms in all of the passenger stations in the South. It was typical to see the segregated waiting rooms divided by the ticket office. In addition, the white waiting rooms were larger and more elaborate. The Cleveland Depot's floor plan was no different. The white waiting room was twice the size of the black waiting room. In fact, specifications for the white waiting room were changed in January of 1910 with the size of the room increasing from 30x30 to 30x40.¹² Most public facilities in the South were designed in the same manner: separate and not equal.

A typical daily passenger train schedule in the 1910s and 1920s at the depot included ten trains, five westbound and five eastbound. The Cleveland Depot staff included a depot agent, station attendant, cashier, six clerks, ticket clerk, three operators, four truckers, coal chute foreman, and four coalers.¹³

Passenger and freight traffic rose sharply in the 1910s and 1920s. By 1916, the Southern Railway attained 8,000 miles throughout 13 states.¹⁴ In 1939, Southern Railway's ton-miles for freight, gross revenues, and net income saw heavy increases for the first time since 1929. In addition, Southern Railway managed one of the largest passenger fleets in the country, especially with the rise of the diesel engine in the 1930s and 1940s. In 1941, the Southern featured 2 new diesel powered streamliners called the *Southern* and the *Tennessean*. During World War II, the Southern Railway played a major role in the transport of troops, military equipment, and construction materials for training camps, aviation schools, supply bases, and defense plants.¹⁵

¹⁰ Southern Railway Company, Cleveland, TN: New Passenger Station. 13 Nov 1909. LMS2003.009, Box 202, File 6782.

¹¹ *Increased Estimated Cost of Proposed Passenger Station Improvements at Cleveland, TN*. 24 Feb 1910. LMS2003.009, Box 202, File 6782.

¹² "Work on Passenger Station to Begin at Once," *The Cleveland Journal and Banner*, 1 March 1910, p. 1. Cleveland Public Library: History Branch and Archives.

¹³ Southern Railway Company, Southern Seniority, 1927, v. 3 no. 1, Railroads Folder 8-9. Calvin M. McClung Historical Collection: Knoxville Public Library.

¹⁴ Webb, William. *The Southern Railway System: An Illustrated History*. Boston Mills Press: Erin, Ontario, CA, 1986, p. 47.

¹⁵ Davis, *The Southern Railway*, pp. 78-79.

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Spectators viewing the "Tennessean" at the Cleveland Depot in May of 1941
Photo Source: Southern Museum of Civil War & Locomotive History Archives: Southern Railway Historical Association Collections

At the height of passenger service in the twentieth century, Bradley County boasted six depots. They included Charleston (extant), Tasso (non-extant), Cleveland, McDonald (non-extant), Tucker Springs (non-extant), and Mineral Park (non-extant). Passenger service began its sharp decline in the late 1950s and 1960s due in large part to the building of interstate highways and the increase in air travel. The Cleveland Depot's last day of passenger service occurred on August 11, 1970. In March of 1978, Southern discontinued its last passenger train and merged with Norfolk & Western in 1982 to form Norfolk Southern. The merger combined the two most efficient railroad systems in the country. Because the company experienced significant loss in passenger transport in the 1960s and 1970s, the main focus was directed to freight.¹⁶

For the next three decades, the depot served as a freight office for Norfolk Southern until 2004 when it moved to the circa 1869 depot. In the fall of 2007, the Southeast Tennessee Human Resources Agency purchased the depot from the railroad to convert into a bus transit station. What once served as a center for passenger transport, will once again serve its primary purpose when the depot is fully rehabilitated.

¹⁶ Webb, *The Southern Railway System*, p. 148.

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William W. Finley Papers, 1906-1913.

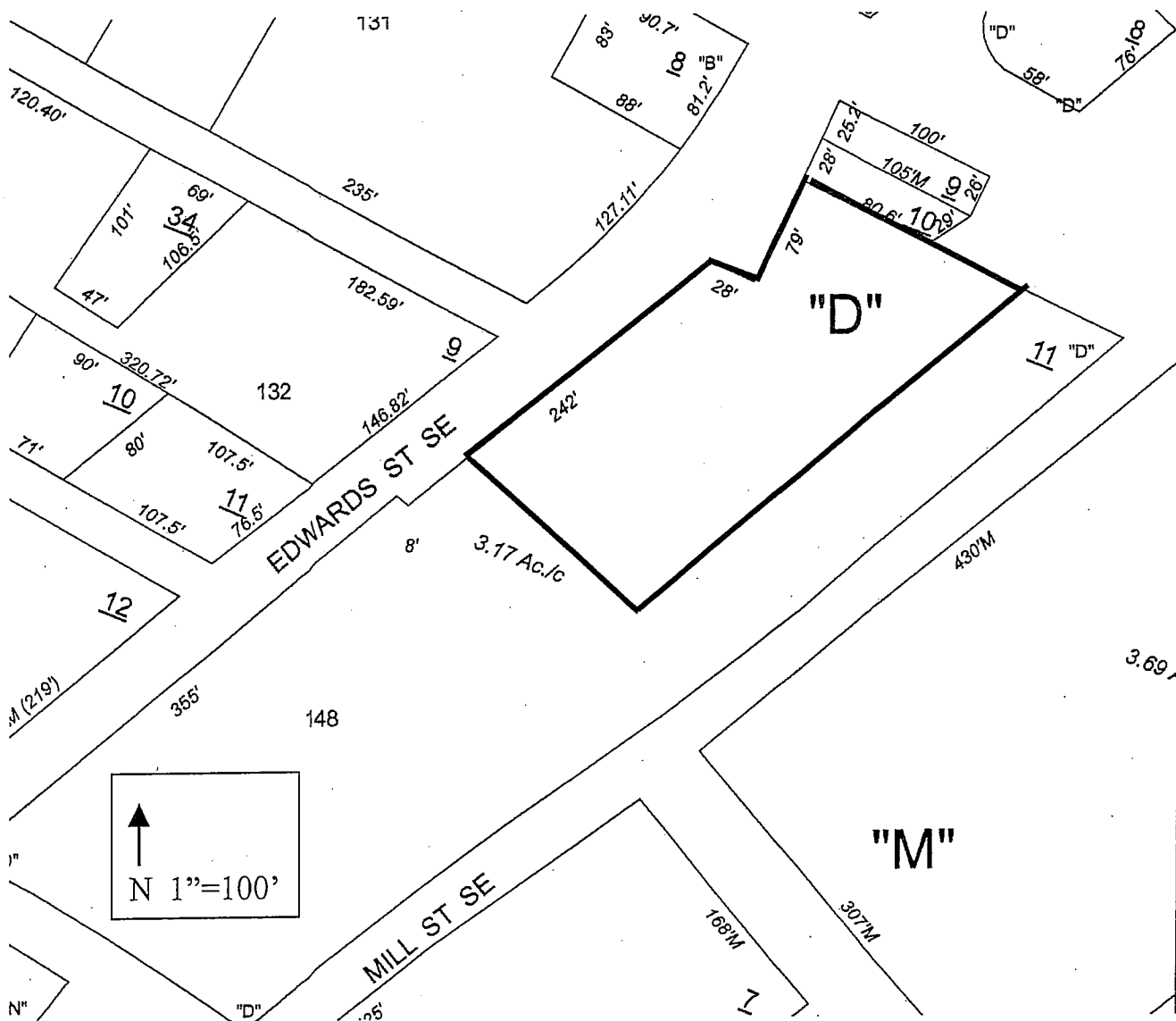
"Work on Passenger Station to Begin at Once," *The Cleveland Journal and Banner*, 1 March 1910, Cleveland Public Library: History Branch and Archives.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 10 Page 11Cleveland Southern Railway Depot
Bradley County, Tennessee

GEOGRAPHICAL DATA

Verbal boundary description and boundary justification:

The Cleveland Southern Railway Depot is located on Edwards Street near the intersection Edwards Street and Inman Street in Cleveland, Bradley County, Tennessee. It is a portion of parcel 11 on Bradley County Tax Map 57D. The nominated boundaries include the passenger depot, brick walkway at the front of the building, and the brick walkway at the rear of the building, which extends 8 feet east (trackside) of the building and extends the length of the building. The remainder of the brick platform is owned by Norfolk Southern.



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Cleveland Southern Railway Depot
Bradley County, Tennessee

PHOTOGRAPHS

Photographer: Paul Archambault
Southeast Tennessee Development District

Date: September 2007

Negatives: Tennessee Historical Commission

Photo 1 of 12

Cleveland Depot west façade. Photographer facing southeast.

Photo 2 of 12

Cleveland Depot west façade and south elevation. Photographer facing east.

Photo 3 of 12

Cleveland Depot eave brackets. Photographer facing northeast.

Photo 4 of 12

Cleveland Depot dormer. Photographer facing southeast.

Photo 5 of 12

Cleveland Depot south elevation. Photographer facing northeast.

Photo 6 of 12

Cleveland Depot east elevation. Photographer facing northwest.

Photo 7 of 12

Cleveland Depot east elevation projected bay. Photographer facing northwest.

Photo 8 of 12

Cleveland Depot baggage room door and transom. Photographer facing northwest.

Photo 9 of 12

Cleveland Depot brick platform. Photographer facing northeast.

Photo 10 of 12

Cleveland Depot east elevation. Photographer facing west.

Photo 11 of 12

Cleveland Depot north elevation. Photographer facing southwest.

United States Department of the Interior
National Park Service

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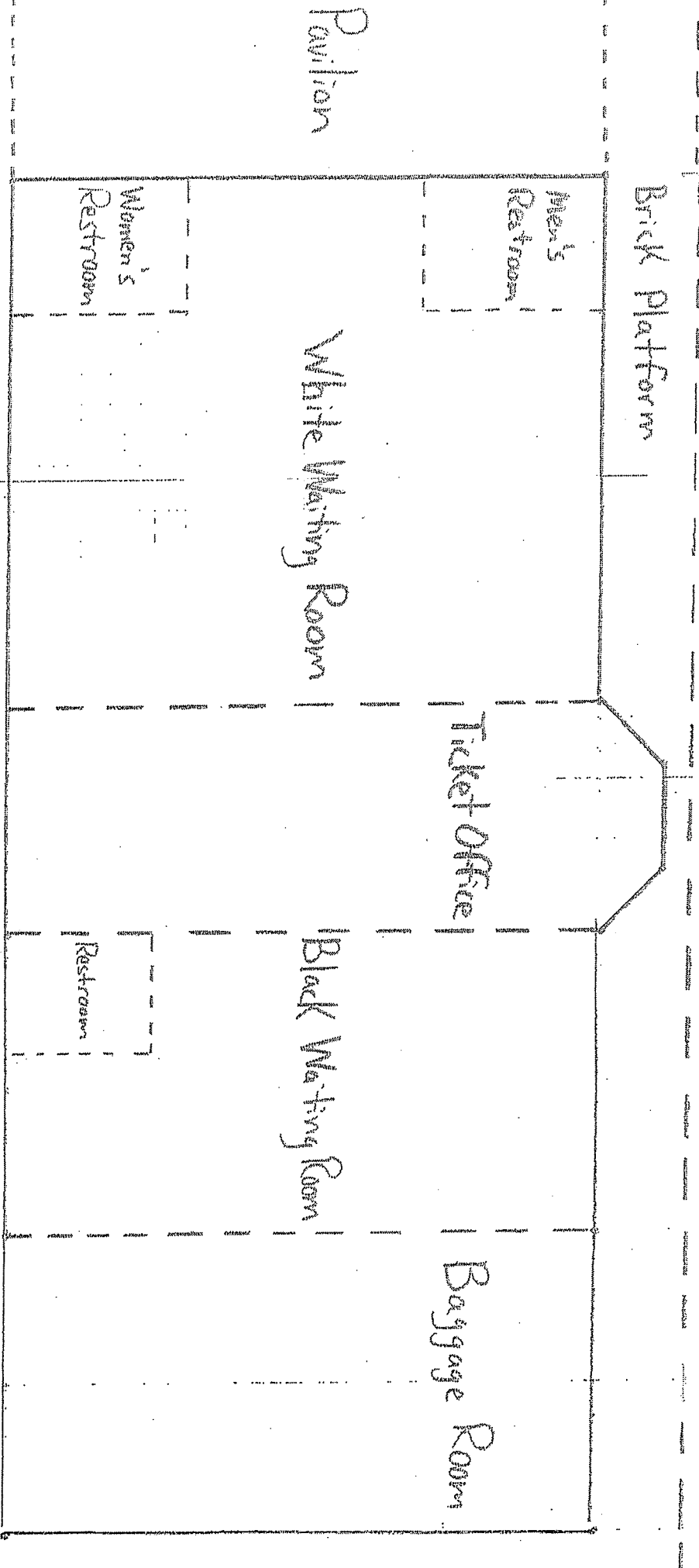
Section number PHOTOS Page 13

Cleveland Southern Railway Depot
Bradley County, Tennessee

Photo 12 of 12

Cleveland Depot baggage room. Photographer facing east.

TRACKS



Original Floor Plan

Cleveland Passenger Depot